it will be 30,000 francs.——The railway from Cracow to the Prussian frontier was opened to the public on the 14th ult. This line joins that of Upper-Silesia, and thus completes the communication with Vienna and Berlin. The whole journey from Paris to Cracow, says *Galignani*, may now be done by railway in three days and a half.

Correspondence.

WESTMINSTER COURT OF SEWERS.

MR. EDITOR,—Your report of the 30th October expresses that your statement on the alleged illegal conduct of a commissioner was a record only of the proceedings of that court, whose misdoings are no protection to others. I do not desire to trespass more than possible on your pages, yet I cannot but remark on your last week's report, where you say the solicitors give it as their opinion,—"That the owners of existing houses might be called upon to contribute, providing the houses had not been erected more than thirty-five years."

Is it possible that professional men who have received upwards of 900*l.* for their new Act, which you report they are called upon to explain, can be thus ignorant that the Act compels every person to drain into every sewer if within 100 feet of a dwelling, be the sewer or house as old as the said solicitors (if they made such a statement) are young, or green, if you please? Well might some of the members of the court repudiate such doctrine; the result of which is, the solicitors obtain a further job to draw up a case, obtain counsel's opinion, and report a copy to a future court. Not only doth the court (which, unfortunately, abounds with lawyers) thus waste the ratepayers' monies, but delay for months their proceedings, and Mr. Carter's buildings stop, in the month of November, over a question capable of being solved by any boy of common understanding. The court being attended by a solicitor (who, of course, works gratis) at each of its meetings, is new. I can only reflect and feel ashamed of the commission. What right have men to accept appointments if they are incompetent to decide so simple a question? Mr. Carter may safely proceed with his sewer: he must and will be paid for it,—the price may be ascertained some twelve months hence by that splendid body whose duty it was in July last to have prepared a tariff of prices for sewers, as a fixed rule, thereby informing sewer-builders what they had to expect. This should have been done by the special court (which, for the future, I shall designate the insane court) summoned for the 27th of July last, expressly to make rules for the carrying out of the new Act, whose energies produced two resolutions, one of which survived one month, when it was repealed, and the other is waiting the same result, both being equally absurd.—I am, Sir, &c.,

WM. FARLAR.

Brompton-square, Nov. 3, 1847.

THE IRON TRADE.—It is not true, as some accounts would assert, says the *Birmingham Gazette*,—a stout upholder of the prospects of the iron trade,—that prices have been fully sustained in all branches of the trade, and that it has been 'unaffected by the difficulties consequent upon the very serious monetary panic.' Contracts for rails have been taken at lower rates, and the bonus of cash payments would have been eagerly secured at a considerable sacrifice upon any description of iron. In the pig trade there has been a giving way—to a slight amount, it is true. On all hands a diminution of confidence has been felt, and an evident desire shewn to contract business to the lowest consistent amount. We were sorry to observe, in an article that has appeared in a leading metropolitan journal, already severely commented upon, an assertion, based upon a hurried, half-informed report of the proceedings at our last quarterly meeting, that the interests of this trade are adverse to those of every other, and that its prosperity inflicts poverty and hardships upon the masses of the people. This we feel called upon flatly to contradict. There is not, that we are aware of, any trade in existence which so continually and immediately circulates an equal amount of its returns among the working classes of our country—surely not any of those where the raw material is of foreign production.

Miscellanea.

VENTILATION OF CHURCHES: ST. JOHN'S, LIVERPOOL.—Bad ventilation being greatly complained of here, a plan was proposed, which, although only partly carried out, has been successful, according to the *Liverpool Standard*, in a great degree. It was proposed to cut apertures in the ceiling, and in the apertures, flush with the ceiling, to place circular gratings, and from the apertures run shafts, having flanges or bonnets at the bottom of each shaft to cover the aperture, so as to create a draft, and prevent the impure air diffusing itself through the interior of the roof, thereby causing pressure, and preventing a quick draft through the orifices in the gratings. More openings and pagodas were proposed to be placed in the roof, the then existing ones not being sufficient to carry away the impure air from the interior of the roof. With the extra openings above-mentioned, the shafts, it was suggested, might be dispensed with; but the ventilation would not be so complete and effectual without the shafts as with them. A horizontal shaft was proposed to be placed upon the joists over the ceiling of the church, one end running into the tower, and from the other end of the horizontal shaft to run a shaft perpendicular into a louvre in the roof. It was proposed that the clock in the interior of the church should be taken down from its present situation, so that the orifice through the wall, which is nearly 4 feet in thickness, and is bored through in the interior of the tower, might be made use of for the purpose of ventilation, by placing a grating over the aperture which the clock now covers, and having a shaft from the other end to one of the windows in the tower. If the shaft was not approved of, it was suggested that the three windows in the tower should be made so as to create a draft to carry the impure air through the Venetian windows in the belfry, false floors being objected to as over-expensive. Shafts were proposed to be run under each side of the pews in the body of the church, to reservoirs sunk in the centre aisle to receive the pure air, with gratings over them. The above plan, if acted on, would, in the opinion of the architect, in which the authorities connected with the church coincided, have removed the inconvenience complained of, arising from the impure air collected when the church is crowded in service hours. From financial considerations, however, only a portion of it has been acted upon. The shafts which were to be run along each side of the body of the church, in connection with air-reservoirs under the centre aisle, have been dispensed with; and the opportunity has for the present been lost of using the orifice in the wall, in which the clock is fixed, for ventilating purposes. The windows in the tower, which, in case a shaft was not run through, might be made of great service by being opened, and perforations made in the ceiling, remain as they were, closed.

A NEW TREDDLE-WHEEL CARRIAGE, expected to travel on common roads at the rate of ten miles an hour, by the light, simple, and pleasant labour of a tread-wheel attached to machinery in the interior, and capable of carrying twelve persons at this rate, for thirty to forty miles, by one driver, without fatigue, is at present exhibited in model at Liverpool. If the power requisite as a prime mover be so light and easily applied, why not replace the driver's by a powerful spring, to be wound up like that of a watch, at convenient stations, or by the driver himself at once, with the help of a passenger or two, instead of having him on the tread-mill continually, like some incorrigible criminal?

ELECTRO-TELEGRAPHIC PROGRESS.—Along the North-Western line the electric telegraph is rapidly approaching completion. Workmen have been employed in laying it down at Euston-square, whence it is to run along the New-road, King's-cross, Pentonville, City-road, &c., to the central station in Lothbury. Below Wolverton, the line of telegraph is already finished and in working order, and it is expected that before the close of the year the communication between Liverpool and London will be fully established.

IMPROVEMENT OF PULLEYS.—A patent has been taken out in America for increasing the adhesiveness of the surface of pulleys, drums, &c., by a coating of India-rubber, or some other gum of similar nature.

IS BAD WORK TO BE PAID FOR?—This is a question, says the *Iris*, which frequently arises in Sheffield, and one which it is often exceedingly difficult to decide, especially as to work sent out to be done. In a recent instance, a quantity of stuff for files was given to a workman to cut, and instead of doing them properly himself, he employed a boy to cut the round part and a man to cut the flat, and the work was badly done. The wages were therefore refused, and a proposal was made that the workman should pay the worth of the iron and take the files for his wages. This he refused to do, and summoned his employer for 25*s.*, which the mayor restricted to 20*s.*, dismissing the summons, but ordering that sum to be paid, as he conceived that, though badly cut, the employer 'might manage to get rid of them in some manner:' rather an equivocal recommendation, surely, from a magistrate. The defendant was by no means satisfied with the decision, especially as this was but one out of many instances in which he would be obliged to 'get rid' of bad files 'in some manner.'

NORFOLK AND NORWICH ARCHÆOLOGICAL SOCIETY.—At a meeting held the week before last, the Rev. R. Hart read a paper on the "Pilgrimage to Walsingham," chiefly founded on Erasmus's account of his visit to that celebrated shrine.—The Rev. John Gunn, who had intended to have read a paper on Herbert de Lozinga's Norman tower, but had not been enabled to prepare it in time, made some remarks on Yarmouth church, particularly describing the recent discovery of Lozinga's tower, and explaining, by reference to plans and drawings, the manner in which the desire to preserve it had affected the subsequent enlargement of the church.—Mr. Harrod, the secretary, read a paper on, and a translation of, a document, found amongst the corporation records, relating to the broils which were prevalent in the reign of Henry VII., between the prior and monks of Norwich and the authorities of the city.—Mr. Francis Worship read a letter, addressed by himself to Mr. Dawson Turner, in reference to the Cromer monument, lately discovered in Yarmouth church; and an engraving of the monument, which had been executed at the expense of Mr. C. Palmer, was presented by that gentleman to the society.—The Rev. James Bulwer gave some particulars respecting some very beautiful rood-screens, in Gately, Caston, and other churches, and exhibited drawings of each.—The Rev. C. Thomas took the opportunity of remarking, with respect to the subject of screens bearing emblematical designs, that there were four, he was informed, that were at present blocked up by pews, or covered with plaster; so that the emblems on them were hid. These four were at Gooderstone, Rainham St. Martin, Suffield, and Foulden, near Oxbourne; and he had no doubt that, were attention directed to the subject, many others would be discovered.—Mr. Britton, who was present, made some observations on the peculiarities of Yarmouth church. The Bishop of Norwich was in the chair, and Sir John Boileau took an active part in the proceedings.

LITHOGRAPHY FOR ARCHITECTURAL SUBJECTS.—We have recently seen some specimens of a new process of *stumping* in lithography, by Hullmandel, which may be advantageously used for architectural subjects, as it supersedes the necessity of a tint-stone, and so enables a good effect to be obtained with economy.

BRUGES CATHEDRAL TO BE COMPLETED BY AN ENGLISHMAN.—A termination has been given to the tower of the cathedral of Bruges, from the design of Mr. Chantrell, under the superintendence of M. Buyck, towns' architect of Bruges. It is of very massive proportions and 250 feet high, with the detailed decorations resembling the towers of Ely, Norwich, Rochester, and Durham. The former wooden termination was burnt some years since. The west end of the cathedral, long unfinished, is about being completed also.

DESTROYERS OF BRITISH SHIPS.—A friend writes us from India, that in the dockyard of Bombay is to be seen a new ship of the line, entirely destroyed by an invisible army of white ants, who have riddled every timber to such an extent that they will scarcely hold together. What will not united and repeated efforts effect?

To learn more about PDF Compression and OCR go to our website